

## Wreck Starts Hylan Feud With P. S. C.

**Mayor Says Commission  
Should Have Ordered  
Skilled Motormen**

**Law Ties Hands,  
Board Members Aver**

**Strikers Declare Walk-Out  
Was Over Before the  
Fatal Crash**

No independent investigation of the Brooklyn subway tragedy is contemplated by the Public Service Commission. Instead the entire force of the commission's electrical and equipment experts—numbering between thirty-five and forty men, in general charge of Clifton W. Wilder—is co-operating in the municipal inquiry begun by Mayor Hylan and District Attorney Lewis.

All day yesterday relays of these men were at the scene of the wreck, examining the splintered cars and rails, ties and roadbed where the tragedy occurred. Public Service Commissioner Travis H. Whitney and P. J. H. Kracke also made personal inspections, while informal conferences of the commission were in progress throughout the day at the Manhattan headquarters, 49 Lafayette street.

Complete reports from the commission's experts were lacking last night, but it was said that all findings probably will be in the District Attorney's hands by tomorrow.

**Hylan Makes Charge Out**

In the interim an acrid feud has broken out between Mayor Hylan and the commission. Mr. Hylan fired the opening shot in this controversy yesterday morning when he virtually accused the commission, through an alleged sin of omission, of bearing the basic responsibility for the accident.

Mr. Hylan's protest was conveyed in a letter to Alfred E. Smith, wherein his honor called upon the Board of Aldermen to enact legislation compelling the rapid transit companies to hire only qualified motormen for the running of their trains.

The commission branded the Mayor's action in thus attacking them as a cheap political trick and an attempt to "trade in tragedy." In a long statement issued last night Commissioner Whitney supplemented this with a scathing recital of Mr. Hylan's record in traction affairs and the counter charge that the Mayor's inertia has thwarted the commission in its efforts to compel the use of steel cars on the very branch on which Friday night's catastrophe occurred. The use of steel cars, Mr. Whitney feels, would have prevented the damage wrought along the darkened curve of the Brighton Beach tunnel.

At the same time it was admitted that the commission officials, that although an antique statute provides that only those "fit and competent" shall be hired as motormen, the decision as to what constitutes fitness and competence has been left entirely to the traction corporation officers.

**No Other Way Out**

"We have had no other choice," said Commissioner Kracke. "The law does not empower us to dictate hereby to the Mayor's charges in his letter to the president of the Board of Aldermen are quite specific."

Because of the action of the Public Service Commission to adopt regulations which would prevent green motormen from operating trains," he writes, "I feel it incumbent upon me to call the attention of the public to the fact that the commission is not the only body which would make it mandatory on the part of the officials of the rapid transit companies in this city to place only experienced motormen in charge of subway and elevated trains."

"Knowing the methods that the interborough Rapid Transit and Brooklyn Rapid Transit Company were resorting to in placing green motormen in charge of trains carrying from one thousand to a thousand or more people, I endeavored for several years, along with others, to have the Legislature enact a law prohibiting the employment of green men who have had no experience in operating subway and elevated trains. This legislation was strongly opposed by the different public utility corporations and the Public Service Commission represented by Travis Whitney."

**Only Law Needed**

"Had this law been placed upon the statute books the frightful catastrophe of last night would not have happened."

Pending the passage of such an ordinance as he recites, the Mayor said he had ordered the police to see that no motorman of less than three months' experience is allowed to take out a train. The settlement of the strike of the motormen will, it was said last night, render easy the enforcement of this decree.

Meanwhile, some doubt seems still to exist as to the Public Service Commission's official attitude toward the strike had on the occurrence of the accident. In a signed statement Commissioner Kracke said that the fouling of the National War Labor Board's ruling by the B. R. T. with the resultant walkout of the trained men was the "primary cause." Because of this and other recent actions, he declared that the Brooklyn Rapid Transit Company has forfeited any claim it ever had to the confidence of the public.

**Hubbell Condemns Men**

Chairman Charles B. Hubbell, on the other hand, pleaded for a suspension of judgment until public passion has had time to cool. He added that, had the men not called their strike without notice, some arrangements might have been whereby the road would not have been shorn of its best men, and in consequence, the accident might have been averted.

James B. Walker, secretary to the commission, stated last night that the settlement of the strike by the Public Service officials had taken place before the wreck happened, and that, in agreeing to go back the men had not been influenced by the intervention of the catastrophe.

**Mrs. Preston Heads Bureau**

Mrs. Thomas J. Preston, formerly Mrs. Grover Cleveland, has assumed charge of the National Security League speakers' bureau, and will direct 2,000 volunteer patriotic speakers in the United States. Mrs. Preston succeeds her husband, who resigned to become dean of the New York Homeopathic Medical College and Flower Hospital.

## Two Inquiries Seek Blame For "L" Wreck

Continued from page 1

however, that he tried to use the brakes and they would not work.

### Lewis Charges Manslaughter in Tunnel Horror

District Attorney Harry E. Lewis started proceedings yesterday to fix the criminal responsibility for the B. R. T. tragedy. He promised to take drastic action against those responsible for the disaster.

Mayor Hylan will sit as a committing magistrate during the John Doe proceedings, which will be continued to-morrow afternoon. Yesterday (in the Flatbush Police Court, he sat as magistrate when Mr. Lewis filed an affidavit charging manslaughter in the second degree against John Doe and Richard Roe. The affidavit was sworn to by Police Inspector McElroy. The District Attorney asked the Mayor to issue subpoenas for the examination of witnesses. These witnesses will be interrogated to-morrow.

The Mayor intimated he wanted action not only against the crew in immediate charge of the death train, but also against officers of the railroad responsible for placing a packed train of five wooden cars in charge of incompetent men. Three of the crew are under arrest.

By way of explanation for his extraordinary action in sitting as a magistrate Mayor Hylan when he went up to the bench made the following statement:

"After giving serious consideration to the frightful catastrophe which occurred on the Brighton Beach line of the Brooklyn Rapid Transit Company, which resulted in the death of almost one hundred of our citizens, I have come to the conclusion that public necessity requires that I sit as a committing magistrate to investigate the circumstances surrounding this accident."

**Lewis in Charge**

"I have asked District Attorney Lewis to take charge of the investigation and aid in placing the responsibility."

Assistant United States Attorney Francis of Brooklyn, has started an investigation of the alleged attitude of defiance on the part of B. R. T. officials to the recommendations made some weeks ago by the War Board in Washington that several Jewish employees discharged because of absence during the Jewish holidays be reinstated.

Mr. Francis said if his investigation proves the correctness of these charges.

## Motorman Qualified, Says Williams, Ran Train Without Marker Lights

Colonel Timothy S. Williams, president of the B. R. T., issued the following statement after a conference with officials of the company:

"It has been impossible yet for our officials to ascertain the cause of the accident except that it was due to a derailment, because they have thus far been excluded from the investigation on the ground and from communication with most of the train crew. So far as your specific inquiry relates to the qualifications of the motorman, my information is that Lewis was appointed guard in December, 1914; was made crew dispatcher last January, and early in September, 1918, he was qualified as motor switchman. A motor switchman is a motorman who is generally used to run the trains on the elevated and subway lines. He is qualified to make trips on the main line, and who from time to time, makes extra trips on the main line. When I say that he is qualified as motor switchman I mean that he had the necessary instruction for operating trains and had gone through preliminary experience in running trains on the elevated and subway lines. He was qualified along with others, to have the Legislature enact a law prohibiting the employment of green men who have had no experience in operating subway and elevated trains. This legislation was strongly opposed by the different public utility corporations and the Public Service Commission represented by Travis Whitney."

"The train was running with the marker lights out. Therefore the towerman did not know whether this train was on the Fulton Street or Brighton Beach line, and set the switches."

## Death List 89 in Brighton Wreck, From Ten to Fifteen More Will Die

The number of dead victims of Friday evening's B. R. T. crash, including the injured who have died in hospitals, stood at eighty-nine last night, according to figures compiled by Police Captain Michael J. Kelly, of the 82d Precinct.

Of these, six have been identified. The death list is likely to be increased by from ten to fifteen, physicians attending the injured say.

There follows a list of the identified dead (unless otherwise designated, addresses are in Brooklyn):

AMREIN, Mrs. Ada F., 634 West 135th Street, Manhattan.  
ARENA, Charles, 186 Lefferts Avenue.  
BURTON, Mary V., 145 East Seventh Street.  
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he will proceed against the offenders under the Federal law. This might mean the revocation of the company's franchise and the Federal control of the B. R. T. system.

After the court proceedings Mayor Hylan and his party visited the Kings County Hospital, where many of the injured are, for the purpose of questioning survivors.

Before entering the hospital the Mayor visited the morgue in the rear, where thirty bodies were waiting identification. This work is proceeding slowly, because of the terrible mutilation of the victims. Even jewelry and other personal belongings that might have assisted in the identification of the dead were missing.

"I simply cannot stand this," he said, and walked away.

**Talks to Wounded**

Inside the hospital on cots the victims lay. Mr. Hylan, with Superintendent Fitzgerald, approached one of the sufferers, Kurt Almirin, who was cut about the head and suffering from internal injuries.

The Mayor learned that this man's wife was missing. She was with him on the train. The Mayor promised to do all in his power to locate Mrs. Almirin and to see that the patient was given proper treatment.

On the next cot was Garriek C. Martense, sixty years old, of 1501 Avenue U, Sheepshead Bay. The first thing Mr. Martense knew of trouble, he said, was when the lights went out and there was a terrible crash. He was unable to estimate the speed of the train or to give further information. Mr. Hylan promised Mr. Martense that the authorities would do everything in their power to bring those responsible for the wreck to justice.

Miss Powys has introduced the airplane into her patterns. One day she was sitting at her window stitching when overhead there flew the first machine of the squadron which was escorting the funeral cortege of Major John Purroy Mitchell.

"Etched against the clouds, the planes immediately sprang into my mind as a lace design. I could scarcely wait to work it out," she said.

On a fine net fabric the airplane border has since been executed by hand in the pillow lace of ancient Devon. The planes have their noses buried in circles of soft cloud and the design is repeated around the entire scarf.

Thus, according to Miss Powys, has history been written before by lace-makers who weaved of the old patterns. She has a bedspread, for example, of sixteenth century Spanish fret lace, whose age is established by the Tarnassian bull with lyre-like horns and the figure of Pelago, who drove out the Moors.

"These figures were inserted into the design like my airplane. Probably the maker had no more intention of being an historian than I had. But some day the airplane pattern of the Mitchell funeral may be the way of identifying our twentieth century lace."

"THE first thing which an American soldier does on furlough is France is to find an American woman who can speak English," said a canteen worker not long returned from overseas. "And then, having found her, he will insist that she take him shopping. Sometimes one woman will have to take as many as twenty-five men at a time on a visit to the French shops."

This desire to "send something home" is as old as the first tourist. Yet among all the efforts on the part of New Yorkers to make the visiting sol-

## SHOPS AND THINGS

There is an artist in Washington Square who is writing present history in an unusual way. A needle is her recording instrument, and in filmy laces she is tracing for posterity the course of immediate events. In doing this Miss Marion Powys, of the Devonshire Lace Shop, 60 Washington Square South, is not only creating things beautiful, but breaking the historical precedents of lace making.

"Lace makers are frightfully conservative," says this Devonshire maid, who has come to the United States to have freer scope for her imaginative designs. "Before the war I could hardly get the Englishwomen to make my lace designs. They will stick to the same patterns for generations, handing them down in the family for use. But once in a while somebody will break away and strange designs appear which will later establish the age of the lace."

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dier at home here during his brief stay before sailing none has ever been made, until this week, to help him satisfy this normal desire.

New York shops are a maze to the soldier. He has heard of Fifth Avenue, of course. It is a street of magic. But rumor has it that the prices are magic, too, and that only a fairy pocketbook which never empties can take one successfully through the intricate ways of the thoroughfare. So they walk up and down—our soldiers—and patronize only the Ten-Cent Store on the Avenue, for its red front is as familiar as the hedge around home and its prices are always quoted the same everywhere.

So many requests have come to the War Camp Community Service, however, for assistance in "buying my sister a hat" or "something pretty for mother" that it has opened a shopping bureau at 257 Madison Avenue, headquarters of the National League for Woman's Service, and here any man in uniform may enlist the aid of a professional shopper.

For the present only professionals will handle the shopping business for the bureau. Later, when the Christmas rush begins, all women who love to shop may find this a new way of helping win the war.

VERY different from the reception of the German toys which reached America last week is that accorded to a consignment of French dolls, now holding court from a window of Franklin Simon's. These are not the elegant creations of other days, when a Paris doll was a gorgeous thing of silk and wax and shiniest of curls. Made of old stockings, bits of colored string and kid gloves and dressed in scraps from clothes which have not been worn since France went into mourning, these dolls in their simplicity are characteristic of their makers, tired but undaunted.

It is a triumph, this display, of economy production in a different sense than the Germans know it. Not limitless numbers of things turned out in the interest of quantity, but appreciation of the possibilities for individuality in all raw material. Given a hank of yellow string and a stuffed cambric body, one wounded French soldier has dreamed it into a queenly faustian creature with yellow braid jauntily swinging over a shoulder on to a chiffon fork, fashioned, perhaps, from a candy box ribbon. Another wounded poilu has discovered the superior qualities of kid gloves for making doll faces; a dab of rouge on the cheek bringing out the grain-like human skin. Every one of these dolls will bring a higher price than a dozen of their china-eyed, correctly and completely dressed German sisters.

BECHTOLD, Emily, 362 East Ninth Street.  
BORDEN, Helen 1011 Ocean Avenue.  
BORDEN, D., 97 Kenmore Place.  
BROWN, Etta, 1145 Fourteenth Street.  
BRUNSWICK, David, 847 East Tenth Street.  
BERKOWITZ, Herman, address unknown.  
CLIFFORD, Ethel, 485 Argyle Road.  
COADY, Emily, 682 Argyle Road.  
COOPER, Mrs. Margaret, Detroit, Mich.  
CLEARY, Margaret, 318 Parkview Avenue.  
ENGGREN, John W., 37 East Tenth Street.  
FLAHERY, James F., 277 East Thirty-eighth Street.  
FLEMING, Catherine, 7 East Tenth Street.  
FITZPATRICK, Edward, Avenue H and East Seventeenth Street.  
GILBERT, Michael J., 1519 East Eighth Street.  
GILFATHER, Thomas, 388 East Forty-fourth Street.  
GILLAN, Harry, 1634 East Thirteenth Street.  
GARDNER, Mary, 347 Lincoln Road.  
GUIDE, Nicholas, 1505 Neck Road.  
HOLMES, George W., 661 Westminster Road.  
HOLTORY, Theodore, 984 East Eighth Street.  
HOPKINS, Louis, 2130 Bedford Avenue.  
JOHNSON, Mary, address unknown.  
JACOWITZ, Sophie, 4301 Church Avenue.  
KERR, David D., 132 Nassau Street, Manhattan.  
KINSIE, Benjamin, 79 Haven Avenue.  
KERCHOFF, Clara, 877 East Fifteenth Street.  
LOWRIE, Nellie, 1782 Shore Road.  
LEE, Fred W., 212 South Oxford Street.  
LARSSEN, Harry A., 713 Avenue M.  
LORNING, Frank J., 1025 East Fifteenth Street.  
LOMBARD, Henry, 1019 East Tenth Street.  
LORNBACK, Harry, 2721 Second Street.  
LOVE, Bessie, 90 St. Mark's Place.  
MATLOCK, Ethel, 385 East Twenty-first Street.  
MEEHAN, HELEN, 348 Eastern Park Avenue.  
MALONEY, LILLIAN, 178 Lefferts Avenue.  
MINTON FREDERICK, 398 East Eighteenth Street.  
MURPHY, GRACE, 1927 Momecrest Avenue.  
METZGER, IRA, 876 East Fourteenth Street.  
MAIER, JOSEPH, 204 Midwood Street.  
MALAMAND, ABRAHAM, 602 East Sixteenth Street.  
MCCORMACK, MRS. GRACE, 1404 Cortelyou Road.  
MCMILLAN, CARNETTE, address unknown.  
NAGLE, RICHARD, 2124 East Twenty-fourth Street.  
PILKINGTON, MRS., 214 Webster Avenue.  
PORTER, E. E., 309 Cato Avenue.  
PALMEDO, Alexander M., 439 East Nineteenth Street.  
PROUT, GROVER, 275 Ocean Avenue.  
PIERCE, W. F., 244 Lefferts Avenue.  
RUSSO, MAMIE, 485 Grand Avenue.  
RYAN, MICHAEL, 2163 Nostrand Avenue.  
RUBIN, M. H., 875 Flatbush Avenue.  
ROTH, CHARLES, 311 East Nineteenth Street.  
SCUDDER, ETHEL, 1221 Avenue E.

As a War Measure Shop for Christmas in November

# HEARN

## THESE SALES

Are Planned With One Purpose in View  
To Give Patrons What They Want, When They Want It,  
at Prices That NEVER Fail to Sell

The Following Specially Planned for MONDAY and ELECTION DAY

### MONDAY AND ELECTION DAY The Sale of the Season WOMEN'S & MISSES' COATS

Unprecedented Values—Latest Fashions

Six groups of coats make up this truly superb assortment, unequalled in its scope and diversity of styles and materials and excelling in values all similar offerings elsewhere. Your ideal of a coat is surely to be found among this wonderful collection.



**Women's Coats**

Our Regular \$94.74. **72.50**

The accompanying illustration (A) gives an idea of the beauty of these coats, which are of the finest black velvet or dark velvet, with nutria cuffs and collars. Rich embroidery is used to give the plain pocket effect at the sides. Lined throughout with beau de cygne.



**Misses' Coats**

Our Regular \$89.74. **67.75**

Illustration (B) is an exceptionally lovely coat of silverstone, which comes in Pekin or brown with nutria cuffs and side panel of taupe nutria. Thoroughly distinctive and new is the corded effect at the sides. Lining is of beau de cygne. This is but one of the many unusual models in this group. Several other models equally effective at this price.

**Women's and Misses' Coats**

Our Regular \$52.00. **41.50**

These coats are developed in broadcloth, velour and other fashionable fabrics, and handsomely trimmed with nutria and racoon, as well as models in strictly tailored styles for wear with separate furs. Linings are of beau de cygne or fancy silks.

**Women's and Misses' Coats**

Our Regular \$45.74. **35.00**

Extremely smart styled models, these, in plush, velour and broadcloth, many with fur trimmings, self-trimmed—and strictly tailored. Handsomely lined throughout. A full assortment in all sizes.

**Women's and Misses' Coats**

Our Regular \$31.74 to \$33.74. **24.50**

These coats are of velour, cheviot and broadcloth, showing many original fashions and novel treatments. Many are fur trimmed. Lined throughout or half lined. Black as well as the season's popular shades.

**Women's and Misses' Coats**

Our Regular \$39.74. **29.50**

These coats of clever styling are of velour, Kersey and broadcloth with large self collars and shawl collars of kit and opossum. In this group also a large assortment of Salt's Plush Coats.

**Attentions without charge**

**For Monday and Election Day  
Specially Arranged Price  
Reductions  
In Boys' & Young Men's Clothing**

For this day we have stretched a point to make the always superior values in this department even better than ever before. Style, qualities and prices are incomparable.

**Little Boys' Overcoats**—military and trench models—too numerous to describe, both in patterns and styles—variety of plain colors, also fancy cheviot overcoatings—sizes 3 to 10 years—our reg. \$11.94. **10.00**

**Young Men's High Class Suits**—Joffe and sack models—all the very newest points of tailoring—velours and worsteds—in all the season's newest shades—exceptionally high grade suits—alpaca lining—these suits cannot be bought in specialty shops for less than \$35.00. **27.50 and 29.50**

**Little Boys' Suits**—smart little models in sailor, trench and junior Norfolk styles—of serge, velour and worsted—various combinations—colors navy and khaki—sailor collars, self, military and Eton collars—long and short trousers—excellent assortment—sizes 3 to 10 years. **7.94**

**Junior Suits**—corduroy, velveteen and fancy mixtures—colors, cardinal, green, brown and tan—Russian, junior Norfolk and military styles—some with detachable, washable collars, others braided effects—9 to 17 years—our reg. \$5.94. **5.00**

**Boys' Corduroy Suits**—Trench models—mouse gray—slash or flap pockets—belt finished with buckles—many have extra trousers—8 to 17 years—our reg. \$9.74. **8.45**

**Young Men's Overcoats**—Double-breasted models of heavy winter coatings in Oxford gray or brown mixtures—many double-faced cloths, satin linings in yoke and sleeve—convertible collars, slash or flap pockets—belted—our reg. \$24.50. **19.50**

**Boys' Sport Coats**—Full trench models of heavy plaid Mackinaw cloth, roll collars, slash pockets, storm cuffs, buckled belts—9 to 18 yrs.—our reg. \$10.74. **8.50**

**Boys' Suits of cheviot and cassimere**—novelty weaves and mixtures—variety of colors and patterns—many have extra trousers—9 to 18 yrs.—our reg. \$11.94. **9.85**

**Boys' Suits of cheviot, in novelty and plain weaves—solid colors, also plaids and mixtures in all of the many new light and dark tones which distinguish boys' suits this season—many with extra trousers—9 to 18 yrs.—our reg. \$13.50. **10.75****

**A Notable  
3-Day Sale of  
HOSIERY**

**MONDAY, TUESDAY  
AND WEDNESDAY**

Extraordinary values in Hosiery for men, women and children. A great opportunity to buy for your whole family as well as to purchase Christmas gifts at these marvellously low sale prices.

Women's Silk Hose—black, white and colors—slight imperfections if perfect would sell for reg. \$1.35	<b>.92</b>
Women's Cotton Hose—black and white—double heel and toe—reg. .38	<b>.21</b>
Men's Natural Wool Hose—slight imperfections—reg. .58	<b>.44</b>
Men's Silk Hose—black, white and colors—slight sole, heel and toe—reg. .54	<b>.54</b>
Children's Hose—black cotton, double heel and toe—reg. .33	<b>.26</b>
Children's Hose—black cotton—double heel and toe—reg. .45	<b>.36</b>
Infants' White Cashmere Hose—sizes 4 to 6 1/2—reg. .48	<b>.36</b>

**Winter Underwear**

Of wool, silk or cotton, as you prefer, and, whichever your choice, you will find it costs less to buy it here than elsewhere.

Women's Cotton Union Suits—medium weight—low neck—short-sleeved or sleeveless—rear ankle length—our reg. \$1.67	<b>1.37</b>
Extra sizes—our reg. \$2.17	<b>1.44</b>
Women's Silk and Wool Union Suits—low neck—sleeveless—ankle length—seconds of superior quality—our reg. \$2.35	<b>2.23</b>
Women's Glove Silk Vests—heavy quality—tailored tops—pink and white—our reg. \$2.25	<b>1.97</b>
Bloomers of same quality—our reg. \$2.97	<b>2.57</b>
Glove Silk Camisoles—lace and ribbon trimmed—our reg. \$1.47	<b>1.17</b>
Children's Underwear—Part wool—gray or white fleeced—high neck, long sleeves—ankle length—long pants—size 20 inch—reg. \$1.47	<b>.87</b>
Children's Union Suits—cotton—gray or white fleeced—high neck—long sleeves—ankle length—reg. \$1.47	<b>.93</b>

Rise of 8 cts. on each size larger.

**SILKS**

For every kind of a dress that looks and wears well, and always with the wartime income considered, as witness these unusually good special values for Monday and Election Day:

40-inch Crepe de Chine—Extra heavy quality—full crepe weaves—shades of street and evening wear—also white, ivory and black—our reg. \$1.95	<b>1.55</b>
40-inch Charmeuse—high lustre—soft draping quality—new fall colors—also white, ivory and black—our reg. \$2.45	<b>1.97</b>
35-inch Dress Satin—fine close fabric—duchess finish—large assortment of light and dark colors—our reg. \$2.45	<b>1.97</b>
35-inch Black Satin and Taffeta—Rich deep black—good wearing quality—suitable for all dress and trimming purposes—our reg. \$1.50	<b>1.34</b>
18-inch Chiffon and Plain Silk Velvets—large assortment of the newest fall and fancy colors—1.17	
41-inch Chiffon Silk Velvet—Exquisite for coats and suits—black and colors—Special	<b>5.75</b>

**JEWELRY**

Distinctly of the mode is each one of these exquisite pieces, than which no more acceptable Christmas gift can be chosen.

Women's Cameo Rings—solid gold—hand-engraved shanks—value \$8.50	<b>6.47</b>
Solid Gold Brooches—various shapes—large assortment of beautifully jeweled designs—set with coral pearls, sapphires or other stones—value \$5.97	<b>4.97</b>
Solid Gold Lingerie Clips—large designs—value \$1.50	<b>.97</b>
Solid Gold Tie Clips—plain, for monogram or engraved—value \$3.97	<b>.87</b>
Heavy Cuff Links—solid gold—plain for monogram—value \$3.97	<b>3.47</b>
Finer Cuff Links to 21.97	
Military Watches—nickel—radium dials—value \$12.50	<b>9.97</b>

See to-day's World and American for twenty-three (23) Morning Specials on sale Monday and Election Day until 1 P. M.